

The Hongkong Telegraph.

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FRIDAY, OCTOBER 9, 1903.

五拜禮

號九月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000
Head Office, YOKOHAMA.

Branches and Agencies.
TOKIO, KOBE.
NAGASAKI, LONDON, NEW YORK.
LYONS, SAN FRANCISCO, HONOLULU.
BOMBAY, SHANGHAI.
TIENTIN, NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI, Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$6,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, N. A. Siebs, Esq.

E. Goett, Esq. H. W. Slade, Esq.

C. Michelau, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Whealler, Esq.

E. Shillim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4½ per cent. per annum.

For 6 months, 5 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 1st September, 1903. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold

SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK BANK, LIMITED.

HONGKONG OFFICE:

20, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 3½ per annum.

On Fixed Deposits:

For 3 months, 4½ per annum.

6 " 4 "

12 " 4 %

E. F. GROS, Acting Manager.

Hongkong, 1st December, 1902. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000, 820,000

Surplus (Reserve) Gold \$4,000,000, 820,000

Total Gold \$8,000,000, £1,040,000

Capital and Surplus authorised, Gold \$10,000,000, £1,255,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances; and on Fixed Deposit as follows:

For 12 months, 4½ per annum.

6 " 4 "

3 " 3 %

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT, Manager.

Hongkong, 26th May, 1903. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 13TH NOVEMBER, 1896.

Shanghai Tacls.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 4,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON, PENANG, CHEFOO, SINGAPORE.

HANKOW, TIENTSIN, PEKING.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 ½ per annum Fixed Deposits for 3 months.

4 " 6 "

5 " 12 "

E. W. RUTTER, Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 6 "

3 " 3 %

T. P. COCHRANE, Acting Manager.

Hongkong, 18th May, 1903. [16]

LANE, CRAWFORD & CO.

FRIDAY, OCTOBER 9, 1903.

Star 3.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS. | TO SAIL ON | REMARKS. |
|--|---|-----------------------|-----------------------------------|
| SHANGHAI | { MALTA C. L. Daniel | 10 A.M., 10th October | Freight and Passage. |
| LONDON, &c. | { SIMLA C. D. Goldsmith, R.N.R. | Noon, 10th October | See Special Advertisement. |
| SINGAPORE, COLOMBO and BOMBAY | { MAZAGAN W. H. S. Hill | About 16th October | Freight only, inducement offered. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG VIA COLOMBO, PORT SAID and MARSEILLES | { BORNEO G. W. Gordon, R.N.R. | About 17th October | Freight and Passage. |

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

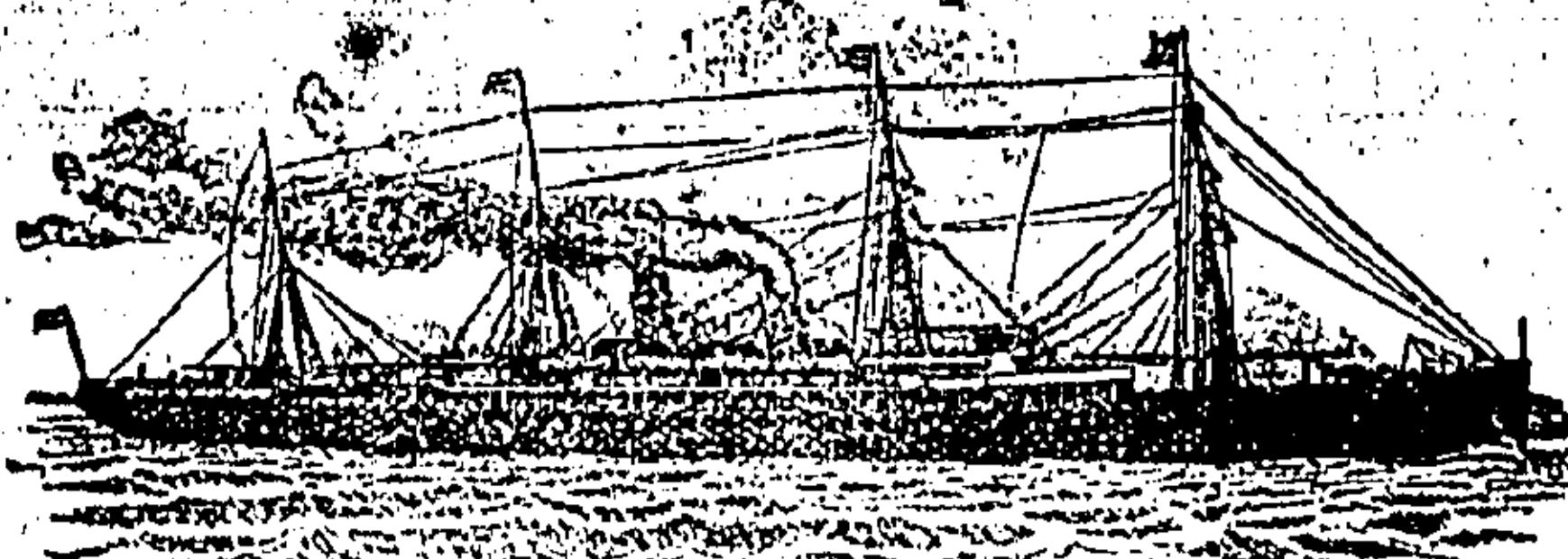
Hongkong, 9th October, 1903.

Intimations.



Hull.

U.S. MAIL LINES.

ACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

| | | | |
|-----------------|--------|------------|-----------------------------------|
| "KOREA" | 11,276 | Gross Tons | TUESDAY, 13th October, at Noon. |
| "GAELIC" | 4,205 | " | TUESDAY, 20th October, at Noon. |
| "HONGKONG MARU" | 6,307 | " | WEDNESDAY, 28th October, at Noon. |
| "CHINA" | 5,060 | " | FRIDAY, 6th November, at Noon. |
| "DORIO" | 4,781 | " | SATURDAY, 14th November, at Noon. |
| "NIPPON MARU" | 6,307 | " | TUESDAY, 24th November, at Noon. |
| "SIBERIA" | 11,284 | " | WEDNESDAY, 2nd December, at Noon. |
| "COPTIC" | 4,352 | " | WEDNESDAY, 9th December, at Noon. |
| "AMERICA MARU" | 6,307 | " | FRIDAY, 18th December, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any port en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 9th October, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

| | | | |
|----------------------------|-------|------|--------------------------------|
| R.M.S. "EMPERESS OF CHINA" | 6,000 | Tons | WEDNESDAY, 21st October. |
| "ATHENIAN" | 3,882 | " | WEDNESDAY, 4th November. |
| "EMPERESS OF INDIA" | 6,000 | " | WEDNESDAY, 18th November. |
| "EMPERESS OF JAPAN" | 6,000 | " | WEDNESDAY, 16th December. |
| "EMPERESS OF CHINA" | 6,000 | " | WEDNESDAY, 13th January, 1904. |
| "ATHENIAN" | 3,882 | " | WEDNESDAY, 27th January. |
| "EMPERESS OF INDIA" | 6,000 | " | WEDNESDAY, 20th February. |
| "TARTAR" | 4,425 | " | WEDNESDAY, 24th February. |
| "EMPERESS OF JAPAN" | 6,000 | " | WEDNESDAY, 9th March. |
| "EMPERESS OF CHINA" | 6,000 | " | WEDNESDAY, 30th March. |
| "EMPERESS OF INDIA" | 6,000 | " | WEDNESDAY, 20th April. |
| "ATHENIAN" | 3,882 | " | WEDNESDAY, 27th April. |
| "EMPERESS OF JAPAN" | 6,000 | " | WEDNESDAY, 11th May. |

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, "TARTAR" and "ATHENIAN" 14 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIAATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | FREIGHT. |
|-----------|---|----------------|----------|
| BRISGAVIA | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 20th October. | Freight. |
| SAXONIA | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) | 3rd Nov. | Freight. |
| MARBURG | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 17th Nov. | Freight. |
| SUEVIA | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) | 1st Dec. | Freight. |
| Brock | (Calling at SINGAPORE and PENANG.) | | |

For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, No. 4, Queen's Building.

Hongkong, 25th September, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONGCANTON LINE.

| | | | |
|--------------|-------|-----|------------------------|
| S.S. "HONAM" | 2,363 | tms | Captain H. D. Jones. |
| "POY V." | 2,138 | " | G. G. Morrison, R.N.R. |
| "FAI LIN" | 2,200 | " | A. W. Dixon. |
| "HANKOW" | 3,073 | " | C. V. Boyd. |
| "KINSHAN" | 2,660 | " | J. J. Lossius. |

Departures from HONGKONG to CANTON daily at 3 P.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

| | | | |
|--|-------|------|-----------------------|
| S.S. "HEUNGSHAN" | 1,998 | tons | Captain W. E. Clarke. |
| Departures from Hongkong to Macao daily at 2 P.M. Sunday excepted. | | | |
| Do. from Macao to Hongkong daily at 8 A.M. excepted. | | | |

CANTON-MACAO LINE.

| | | | |
|--|-------|------|--------------------|
| S.S. "LUNGSHAN" | 2,100 | tons | Captain T. Hamlin. |
| This steamer leaves Canton for Macao, every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M. | | | |

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

| | | | |
|----------------|-----|------|-----------------------|
| S.S. "NANNING" | 569 | tons | Captain R. D. Thomas. |
| "SAINAM" | 588 | " | B. Branch. |
| "FAK HING" | 618 | " | T. A. Webster. |

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 30th September, 1903.

1357c

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favour

Intimations.

S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

ERATED
- - - WATERS.THE WATER we use is THE
UREST that can be obtained, and is
skillfully Filtered on the most scientific
principles.THE MACHINERY employed is of
the latest design and most approved
type.THE BEST INGREDIENTS only
are used,
GUARANTEEING
ABSOLUTE
PURITY.ENGLISH EXPERTS
Manage our Factories, and their
practical knowledge and constant
supervision enable us to produce
waters of unrivalled excellence and
purity.A. S. WATSON & Co.,
LIMITED.

ESTABLISHED 1841.

TELEPHONE NO. 250.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 47th EDITION

ESTABLISHED 1859.

A CHEE & CO.,
* 利 廣
TEMPORARY STORE,
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)FURNITURE
SELLERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 29th August, 1903. (728d)CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition

A. J. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to the Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$90 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copy Daily, ten cents; Weekly, twenty-five cents.

One more chance to buy a Kodak for \$5; a
good Kodak. LeMunyon, 31, Des Vaux
Road.—Advt.MANY rice mills at Cholon, a prominent
business quarter of Saigon, have closed owing
to the bad times. About six thousand coolies
have been thrown out of work thereby.THE celebrated gentleman jockey, Mr. H.
Nugent, met with a serious accident when
riding in the Full Cry Hurdle Race at Ostend,
and succumbed to his injuries during the
night without having regained consciousness.THE Viceroy Alexieff has ordered a series of
joint manœuvres of the army and navy between
the Russian garrison on the Liaotung and the
Pacific Squadron to be held at Port Arthur.
The Viceroy himself is superintending the
manœuvres which are now in progress.THE *Gi Blas* states that so soon as Vice-
Admiral Mareschal returns to France, he will
ask for a commission of inquiry to consider
the facts connected with his recall from the
Naval Command in the Far East. The *Gi Blas*
adds that the Minister of Marine will
refuse the request.WE learn that the Victoria Variety Club will
give a dramatic performance and concert at St.
Patrick's Club to-morrow and Monday evenings,
10th and 11th inst. There will probably be a
large attendance as the programme is an excellent
one and Cento, the well known juggler
has promised his assistance.A SHIPMENT of 31,646 bags of copra from
Colombo in one week constituted a record for
the port. The *Awa Maru*, which left port
Sept. 22, took away 5,000 bags for Marseilles;
while the *s.s. Malaya* and the *s.s. Merionethshire*
are taking 18,246 and 8,400 bags, respectively,
for Odessa and Hamburg.THE members of the Craignewer Cricket Club
will play a pick-up match to-morrow at Happy
Valley commencing at 2.30 p.m.LIEUT.-Colonel A. R. M. Sankey, the new Com-
manding Royal Engineer in the Straits Settlements,
is to leave for Singapore in October.AMONG engineering projects that have been
mooted at home is one for a tunnel between
the Isle of Wight and the mainland of England.THE *Goliath*, battleship, Captain F. H. Hender-
son which recently returned to England from
the China Station, will be ready to pay off by
Oct. 8.Black and White for 5th ult., reproduces several
very interesting photographs descriptive of
Commissioner J. H. Stewart Lockhart's official
visit to Chefoo.CAPTAIN S. R. Fremantle has been appointed to
the *Albion* as Flag Lieutenant to Rear-
Admiral the Hon. A. G. Curzon-Howe, C.V.O.,
C.B., to date Sept. 20.WHILE the *Simia* was proceeding to her buoy
this morning she was carried by a strong
current against a junk which was damaged and
had to be towed ashore.UNDER the auspices of the Ladies' Benevolent
Society, a promenade concert has been arranged
to take place on the Volunteer Parade Ground,
on Saturday, the 17th inst.MR. Pierpont Morgan is said to have offered
£80,000 for an Oriental vase, of solid gold
wrought in mazarine blue, the work of the
Japanese sculptor, Hidari Jinseki.Fresh Kodak film, plenty of them, at LeMun-
yon, 31, Des Vaux Road.—Advt.JAPAN papers report that the Heian Cotton
Spinning Co. owes the Russo-Chinese Bank
\$300,000, and the Bank is bringing an action
to enable it to sell up the company.THE *Courrier Saigonais* calls attention to
the fearfully insanitary state of the hospital
and military barracks at Saigon, with an
enormously high death rate as result.MR. William Willan Willan, of Hove late,
Colonial Treasurer of the Straits Settlements,
who died on July 27, aged 81 years, left estate
valued at £32,697 gross and £32,408 net.C. B. FRY heads the list of batting averages in
first class cricket with 81.30, and K. S.
Ranjitsinhji comes next with 61.06. Fry made
2,688 runs, Hayward 2,081, and "Rajji" 1,771.THE Japanese Imperial Navy has now 2
admirals, 14 vice-admirals, and 25 rear-admirals,
in active service, while there are 1 admiral, 6
vice-admirals and 7 rear-admirals, on the
reserve list.MAJOR-General H. Pipon, C.B., who com-
manded the Royal Artillery in the China Expedi-
tion, 1900-1, has been appointed an Assistant
Inspector of Remounts in the 1st and 4th
Army Corps.LIEUT. E. R. Morant, the son of Admiral G. D.
Morant (sometime Commodore at Hongkong),
was the officer in command of the *Qual* at the
time of the transfer of despatches from the
Opéra in the Gulf of St. Lawrence, and was
complimented on thefeat.FOUR more Russian torpedo-boats have entered
Kiel during the last few days, making a total
of 11. Two of them have suffered damage, and
are being repaired at the Imperial dockyards.
Four torpedo-boats have already left for East
Asia, and shortly ten more will arrive here en
route for the same destination. Most of the
boats are of the latest type, possessing con-
siderable fighting value.Framing, fancy and artistically done by Le
Munyon, 31, Des Vaux Road.—Advt.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.SPECIAL cablegram from the *Indian Daily
Telegraph*, correspondent, dated London, 2nd
September, says that an officer of the *Empress
of India* has published in a Vancouver news-
paper a statement that the Chinese cruiser
which was sunk near Hongkong on the 18th
August had deliberately attempted to ram the
Empress of India because there was on board
the latter a Chinese reformer whose capture
was desired.

PLAQUE PREVENTION IN 1903.

In our issue last evening we gave a brief
summary of this question which came before
the Sanitary Board at the meeting yesterday
afternoon.After the minutes of the previous meeting
had been read.Mr. Fung Wa Chun moved the suspension
of the standing orders.

Mr. Lau Chu Pak seconded.

Mr. Fung Wa Chun said that, reference to
item No. 5, on the agenda, when the papers
were circulated to members they were marked
confidential. In former years the matter had
never been discussed in private, and as any
measure taken by the Board for the prevention
of plague was of great interest to the public he
submitted that an opportunity should be
afforded those outside of the Board to criticise
their actions or make any suggestions, some of
which might prove very useful to the Board.
Two heads were always better than one, and he
believed that the principle he adhered to
was that the principle he adhered to.Mr. Lau Chu Pak seconded, observing that
any matter which affected the welfare of the
public should be thrashed out in public.The President said he had no objection to
the item being considered in open meeting.
The reason why it was marked confidential
was that it involved a considerable expendi-
ture, and where an estimate of a large amount
was concerned it was generally considered in
private.

The motion was put to the meeting and carried.

The following minutes were subsequently
read:—On the 21st ult., Dr. Pearce wrote.—The
Secretary, I think that the Board should very
soon decide the question of what preventive
measures on a large scale, if any, are to be
undertaken during the coming winter as regards
a probable recurrence of plague next year. In
1901-1902 the people were allowed to cleanse
the Chinese to do themselves as they
had done last winter. Last winter was excep-
tional as there was a greater dearth of water
than one generally met with. That might
account for the cleansing not having been so
effectual as in the previous winter. Personally,
I think they did not know sufficient about
the disease to be dogmatic. In neither 1895
nor 1897 which were mild years was there any
general cleansing in the preceding winters.
He thought overcrowding was a very important
factor.The Hon. Pollock thought that cleansing
should be carried out by the people themselves
under the supervision of the officers of the Board.
They should educate the Chinese to do something
for themselves. Hitherto they had divested
themselves of all personal responsibility in
the matter, and Chinese should be taught to bestir
themselves instead of waiting for the Govern-
ment to undertake the work of cleansing. He
moved that the people carry out the work
under the supervision of the officers of the Board.Mr. Lau Chu Pak agreed with Mr. Pollock,
and thought if proper supervision was exercised
the people could be made to do a great deal
more than the Board's officers could accomplish.
Mr. Hewett agreed with all that had been
said, and expressed the hope that the experiment
carried out by His Excellency in Second
and Third Streets would be extended to the
rest of the city. It was the most satisfactory
experiment that had been made up to the
present.Mr. Fung Wa Chun moved—I am of
opinion that fumigation such as was done by
the Board during the winter 1901-1902 was a
farce. I do not mean to say that fumigation is
of no use; but I certainly do think the way in
which it was carried out was such that it could
not have had any effect, and consequently more
than half of the sum of eighty odd thousand
dollars spent was simply thrown away without
any beneficial result. But I would certainly
recommend general cleansing by the people
themselves not as a preventive measure against
plague but as a measure to promote good
health. The people, I believe, can cleanse
their premises just as well as the Board's staff
and their cleansing can be supervised by a
European member of the Board's staff. This
I think, will give the same result without the
waste of a large sum of public money, which
can be employed for some useful purposes,
and the dislike and annoyance of the people will
be removed. I agree with the President that
plague is not so much due to dirt as to over-
crowding. In Canton, Amoy, and Swatow,
where no fumigation or cleansing was ever
carried out, yet plague disappears from those
ports almost simultaneously as it does here.
I am afraid we are all working in the dark.Mr. Fung Wa Chun moved—Year after year,
recourse has been had to the same unsuccessful
and expensive measures, varied during the last
two years with general cleansing and fumiga-
tion, for fighting plague, and with what result?The disease still returns every year at a certain
season and times its departure according to
its pleasure. Theoretically—I cannot agree with the
Acting Medical Officer of Health that because
the general cleansing of the city was done by
the Board's own staff, during the winter of 1901-
1902, there were fewer cases of plague in
1902. I am inclined to think that atmospheric
conditions are responsible for its virulence.
In my opinion, every measure hitherto adopted
has been of good result as a plague
preventive. None is worth the money spent.
I suppose such measures are kept on simili-
tude for the sake of doing something rather than
sitting still. If, as suggested by the President,
overcrowding is more likely a factor than
dirt in the spread of the disease, the money
that is spent every year for disinfestation,
lime-washing, cleansing and fumigation had
better be put by towards the redemption of
insanitary property and the remodelling of the
city. Had this step been taken during the last
eleven years, we might not have had to face
this unpleasant question to-day. After due
consideration, I am of opinion the only sensi-
ble measure worth adhering to is cleansing,
not because it is a necessity in everyday life,
cleanliness being conducive to good health.
It can be carried out by the people themselves
under the supervision of the Board's officers,
at scarcely any cost to the public, and just as
well as by the Board's own coolies. If the
Acting M.O.H. thinks that disinfectants should
be used in cleansing, I am sure the public will
be very glad to use them if supplied gratis.Mr. Hewett while I am inclined to agree
with Mr. Fung Wa Chun. I believe no best
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TELEGRAMS.

(Kewell.)

Mr. Chamberlain at Birmingham and Glasgow.

LONDON, 7th October.

An immense "send off" from Birmingham and at Glasgow he met with a magnificent reception from cheering crowds assembled at the chief stations en route.

LATER.

Mr. Chamberlain speaking at Glasgow roughly outlined his fiscal proposals, viz., a two-shilling-duty on foreign corn, no duty on maize, a corresponding tax on flour, a 5 per cent. duty on foreign meat and dairy produce, a substantial preference to the Colonies on wine and fruit; a reduction of the duty on tea by three quarters, and sugar by a half with a corresponding reduction on coffee and cocoa.

The scheme would cost £2,800,000 per annum which would be compensated for by retaliation as a 10 per cent. tax on foreign manufactures would yield £9,000,000 annually.

The Boer Irreconcilables in India.

The visit of ex-Commandants Botha, De Wet and Delarey to India is undertaken at the instance of Sir Arthur Lawley.

Naval Gunnery at Ladysmith. General Sir Archibald Hunter and Admiral the Hon. Lambton. General Sir Archibald Hunter has officially intimated that, while he adheres to his opinion, he deeply regrets and withdraws the expressions he used in connection with the Naval gunnery at Ladysmith. General Sir Archibald Hunter having thus apologized, Admiral the Hon. Lambton has withdrawn his personal remarks in reference to the General.

(N. C. D. News.)

A Diplomatic Conference

Peking, 3rd October.

The Foreign Minister ate to meet at the Russian Legation this morning to discuss the Audience regulations and the *Suao* case.

Visit of the U. S. Minister to Shanghai.

Peking, 3rd October.

Mr. Conger, U. S. Minister, left for Shanghai this morning accompanied by the Rev. R. T. Williams, Chinese Secretary, and Captain A. W. Brewster.

It is understood that Mr. Conger's mission is to sign the American Commercial Treaty.

Macedonia.

London, 3rd October.

It is stated at Sofia that the Turks are everywhere gaining the upper hand, and several insurgent chiefs have been forced to abandon the struggle.

THE STRAITS CURRENCY.

The general effect of the Orders in Council made yesterday with regard to our coinage is (says the *S. F. Press* of 3rd inst.) that the new Straits dollar, of which twelve lakhs arrived this morning by the P. & O. mail, now becomes legal tender. It may not be exported except to the Federated Malay States and Johore. British and Mexican dollars may not be imported except from the Federated Malay States and Johore. It is a detail, which may not affect the legality of these Orders, that the Bill, which was read a third time and passed on Sept 25, after amendments made on Sept 18th, has not since appeared in the *Government Gazette* as passed by the Legislative Council. The last appearance in that official publication that we can find is on Sept 11th, after it had been read a first time. By Section 7 of the Bill in that form, the prohibition of import and export does not apply to amounts not exceeding \$5 in bronze or \$25 in silver. From the minutes of the Council Meeting of Sept 18 an amendment was made to section seven, but in the absence of a copy of the bill in a complete form as passed—we assume there must be one copy in which the amendments were made—we are unable to say how it now reads. The neglect to publish in the *Gazette* so important a Bill in its complete form, if we are correct in assuming it has not been published, and we are certainly unable to find it in our complete file—is one of the grave administrative omissions of Government for which no mark of exclamation in our office is big enough.The *Straits Times* of the 3rd inst. reports that eighteen lakhs of the new Straits Settlements dollars were brought to the Colony by the P. & O. steamship *Malta*, which arrived at Singapore this morning. Of these, six lakhs were landed at Penang for circulation there, and twelve lakhs were carried to Singapore. The new coinage will be immediately put into circulation, gradually taking the place of the present currency. The Treasury and the Banks will be the media used for circulating the dollars, but it is not anticipated that there will be anything like a ponderous quantity of the Straits Settlements dollars in circulation for many months to come. Every succeeding vessel of the P. & O. line, arriving at Singapore from Colombo will bring some eight or nine lakhs of dollars until the full numbers necessary to meet the requirements of the Colony is landed.

By an Order in Council under the Coin Import and Export Ordinance, the Governor prohibits the exportation from the Colony of the Straits Settlements dollar from and after to-day. The importation into the Colony of the British trade dollar and the Mexican dollar are also prohibited from and after to-day. These Orders do not apply to the Federated Malay States or Johore.

DOMESTIC SANITATION.

WATER REMOVAL & HAND CARRIAGE SYSTEM.

As reported in our columns last evening further correspondence relative to the application for permission to erect a trough closet on Island Lot No. 1633 was brought forward at the Sanitary Board meeting and the application was granted after a very lengthy discussion.

Mr. Hewett, in moving that the application be refused, said he wished it to be distinctly understood there was no personal feeling in the matter—there could be no question about that. He did so, because he was sure it would be creating a dangerous precedent if such permission he granted. The application was put forward on the ground that it was very inconvenient not to have fixed water closets, and also that there were a large number of Chinese servants on the premises. But he maintained that there was not a sufficient water supply to flush the pipes and have a continuous flow of water to keep them absolutely clear from the house to the sea. They would remember that not many months ago the streets were crowded with men, women and children, who should have been engaged earning their daily bread and who spent a large portion of their time going about with kerosene oil tins on bamboo searching the hills for water, and the nulah from which it was proposed to draw the water in the present case was one of the best sources of supply for the poor people. If they granted the permission they granted it practically for all times, and it was obviously impossible for the sanitary department to demand entrance into a private house for the purpose of ascertaining if a sufficient water supply is procurable for the proper flushing of the drains. The department could not enter a house and demand that water closets are to be closed up until the next wet season sets in, for if once permission were granted for such a convenience it would continue in use however severe the scarcity of water might be. He considered that a mistake had been made in ever a reeling to fixed water closets being set up in the house in question. It was, however, useless to again discuss that, but because such permission was granted for the closets presumably for the use of a few white people living in the house, it was no argument for extending the system for the use of a large number of Chinese. Another point to be borne in mind was that on the lower levels, in particular, drains of all sorts were constantly being broken up by the roots of banyan and other trees, and nobody could possibly say that a pipe running six or seven hundred feet down the hill to the sea was in proper condition, and the drainage in proper working order. A case of typhoid would probably be the first indication that the drain was not in working order. He thought that the whole question—and he spoke with all due deference to his predecessors on the Sanitary Board—had not received the consideration it deserved, and believed he was right in saying that formerly permission was never granted for fixed water closets to be erected in private houses. It was only in public buildings, such as clubs and hotels, that they were permitted and then only if an adequate water supply could be provided by a tank, the water being drawn from a well entirely independent of any other supply. He held the opinion that no fixed water closets should be granted to any house situated more than a hundred feet above the level of the sea and where the water supply was dependent upon a nulah or stream. The matter was one affecting the general health of the Colony, for the risk of having pipes broken, disconnected, or choked by rubbish and not properly flushed with water was very great indeed. By granting permission in the present case they would be establishing a very dangerous precedent and it would be quite impossible to say where it would end. It would be impossible to know where to draw the line. He maintained they should commence at the beginning and refuse all applications of that sort unless it be shown that sufficient water would be provided irrespective of nulahs or the Government supply. He hoped the resolution would be seconded and that the majority of the members would vote against granting the permission asked.

The Hon. Pollock seconded the motion, and said he thought it was very clear that it was undesirable to have water closets with such a long length of pipe leading to the sea. He quite agreed with all that Mr. Hewett had stated, and thought he had not exaggerated the dangers, which, if the application were granted, might arise to the Colony. The President drew attention to the fact that the Board had already granted an application for water closets in the same house, and in this instance permission was asked for closing closets in the servant's quarters. The policy of the Board was to consider such application individually and on its own merits. In his opinion men leaving without notice and sending substitutes, and nearly every witness questioned on this point recommended the introduction of a system of registration, with photograph attached, similar to that in force in British India.

87. Registration would have these advantages:

1. Each man would on re-engagements have to produce his certificate with his discharge from his last ship endorsed thereon. If he deserted, subsequent re-engagement would be difficult.

11. Captains would know what sea service the men they were employing had had, a good record would be held a qualification for a gunner's certificate.

11. Arrests would be facilitated by the photograph and record of service kept in the Registration Office and affixed to each man's certificate.

88. The introduction of Registration is strongly recommended.

The evils depicted above still exist, and so far as we (S. F. Press) know, no attempt has been made to remedy them. It can be hardly held that a strong Commission such as that of 1807 would have spoken so emphatically on this matter had they not believed there was a reasonable prospect of carrying such a reform into active operation. But the fact appears to be that beyond tinkering at a few minor matters the Government has made no serious attempt to grapple with the evils that existed then, and now. We quote only one other instance: "The Commissioners are unanimous that the codification of all the Shipping Ordinance and of the rules under them is one of the most pressing wants of the shipping interest." Six years later, and the "pressing want" is still unfulfilled.

TO BE DOCKED AT NAGASAKI.

M. de Champeaux, the Hongkong agent of the Messageries Maritimes, writes to-day as follows:

I have much pleasure in informing you that the *Australien* has been successfully floated yesterday morning by the help of the French Flagship *Montcalm*."The *Australien* sailed this morning for Nagasaki, where she is to be docked for repairs."

THE SITUATION IN CHINA.

On the 6th ult. the *Stile* published a leading article entitled "In China," which testified to the increasing apprehension produced in France by the news from this part of the world. It begins by observing that in the intelligence received from China symptoms are constantly revealed bearing a strong resemblance to those which preceded the last rising against foreigners. On that occasion the signs recognized by clear-sighted people as precursors of disturbances were persistently ignored. The *Stile* inquires whether more wisdom will be shown this time, or whether events will allow to take us by surprise. The writer then points out that indifferently-informed people look upon the disturbances of Kwangsi as being the most serious feature in the news of the day, but remarks that, notwithstanding the insistence of the telegrams to hand, it is not probable that the great insurrection against foreigners will ever originate in Kwangsi. Disorder is permanent in that province, where for years past there have been periodical acts of brigandage. What the writer thinks deserving of more attention is the news from the north in general, and especially from the Court of Peking. He believes that we shall not have long to wait before it will be seen whether it was prudent policy on the part of the Western Powers obstinately to cling to a fiction. Even when they are given a diplomatic character fictions are always deceptive. It was a fiction and nothing else to affect to believe that the Dowager Empress had no part in the massacres that left the foreign Powers no alternative but armed intervention.The truth, continues the *Stile*, is that the sentiments of the Empress have remained what they were before the expedition; indeed, they are perhaps rather more bitter, as is naturally the case after defeat. They only require an opportunity to manifest themselves. According to information which the *Stile* represents as authoritative, all talk of reform such as was occasionally reported from the Chinese Court is a thing of the past. Even if the rumour that Prince Tuan had secretly returned to Peking be false his ideas once more prevail. The suppression of the University at Peking, which those who kept their eyes open had long foreseen, was precipitated by the Dowager Empress in her eagerness to stifle the movement of reform. The writer then refers to the efforts which are being made by China to improve her army and increase her armaments, making special mention of a large number of quick-firing guns that are shortly expected from Germany. He concludes by observing sarcastically that diplomacy rejoices equally when the Empress condescends to order munitions of war and when she invites the ladies of the foreign Legations to 5 o'clock tea.

THE SHIPMENT OF NATIVE CREWS.

A few weeks since we published a letter from a correspondent regarding the unsatisfactory quality of the Chinese crews who are shipped by the boarding-house masters of Hongkong. The *Singapore Free Press* points out that in 1897 the Shipping Commission sat in that Colony, and among its recommendations, very few of which have been carried into effect, appears this:

84. Under the present system of engagement, seamen are brought up for engagement by "Chat Serangs," who are licensed as recruiters under the Indian Act of 1859.

They receive a percentage on the first month's pay of each man engaged, are responsible to the Captain for the advances made to the men they bring forward. The men are engaged on six months' engagements, terminating, however, in all cases on the following 30th June or 31st December. The men are frequently landsmen, with no previous experience at sea.

85. In case of desertion, arrests are seldom attempted, owing both to the expense and trouble prosecution involves; to the case with which deserters' places can be filled; and to the difficulty of tracing and identifying runaways; and to the short time local vessels remain in port.

86. Many witnesses testified to the prevalence of desertion, and of the practice of seamen leaving without notice and sending substitutes, and nearly every witness questioned on this point recommended the introduction of a system of registration, with photograph attached, similar to that in force in British India.

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THE ADMIRALTY DOCK.

All the service papers at home have taken the side of the Admiralty on the question of the removal of the Hongkong dockyard from its present position, so as to admit of the ground being utilized for greatly needed extension in civil ways. It does not seem necessary to do more than merely note this fact, for the comments which have arisen out of Mr. Shewan's letter show such a want of local knowledge, and the particular circumstances of the case, as to lose any value their criticisms possess. On behalf of Hongkong we (*L. & C. Express*) must, however, protest against such views being put forward, even in ignorance, that the mercantile population is ready and willing to sacrifice imperial interests for the sake of greed of gain. The ordinary man in Hongkong who in his daily life is brought into touch in general social ways, at the Club, and on the field of sport, with naval and military men, in a way that the average man at home is not, is usually much more alive to imperial necessities than his *confidante* here. It is because of this that Mr. Shewan can refer to private admissions by naval and military experts, though of course chapter and verse cannot, under the circumstances, be given.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

To-day's quotations close as follows:

| | |
|----------------------|-------------------------|
| Banks | ... 5635 ss. & 5651 ss. |
| Unions | ... 5495 ex. d. b. |
| China Traders | ... 62 b. |
| Cantons | ... 195 b. |
| H.K. & C. & M. S. B. | 31 b. |
| Indo-Chinas | 82 s. |
| Douglas | 29 b. |
| Star Ferries | 26 |
| Shells | 1.10 |
| Docks | 87 |
| Wharves | 204 s. |
| Farmhams | 88 |
| West Points | Tls. 134 b. |
| Hotels | 5 50 b. |
| Humphreys Estate | 104 b. |
| Green Islands | 23 |
| Watkins | 8 s. |
| Powells | 82 s. |

PUNJOMS.

SEPTEMBER CRUSHING.

The Secretary of the Punjom Mining Co. forwards us the following result of the September crushing at the Punjom Mines, as received by wire. 181 ounces gold from 1,244 tons ore crushed, estimated value being \$7,000. This includes a small lot from August of 44 tons. The 1,200 tons was only low grade ore.

JELEBU MINING CO.

An extraordinary general meeting of the Jelabu Mining and Trading Company, Ltd., was called for the 2nd inst. to be held in the office of Messrs. Syme and Co., the general agents, Singapore. The object of the meeting was to adopt, if deemed expedient, a resolution proposing that the Company should be wound up. Under the rules of the Company, ten members are required to form a quorum, but only six turned up. It was agreed accordingly to adjourn the meeting till to-day, when the registered members present will be entitled to transact the business on the agenda.

SHANGHAI SHARE REPORT.

The following round of the week's share transactions is from Messrs. J. A. Sullivan & Co.'s report, published on 3rd October.

The last quarter's settlement squeezed through without grief, although heavy losses had to be made or arranged for. Falling Consols indicating trade and political disturbances at home, high native interest locally and the refusal by the Banks to grant facilities owing to the dearth of syce, failed to produce the panic which was prognosticated in several quarters, and ostensibly we start a new account free from liabilities. Sight rate on London is quoted 2/6 13/16. Hongkong wires 7/2 for 3 days' sight. Consols fell to 5/8 for the lowest on record, but have since recovered to 5/8.

Shipping.—Indo-China shares were sold late on settlement day at Tls. 59 for cash; whilst previously shares were placed freely at Tls. 60 and Tls. 60. Hongkong quotes \$84 sellers. For December a sale was effected yesterday at Tls. 61. Macao have sellers at \$32 in Hongkong. Locally they have found buyers at \$32. Tug and Lighters changed hands at Tls. 56 for 4'ord' and Tls. 50 for preference shares. Taku Tugs are offering at Tls. 40.

Docks.—Ruijnoits are current that the old Dock was sold and this tended to raise the quotation by purchases at Tls. 135, Tls. 136, Tls. 137 and 137 for cash, but the contradiction caused a set-back in prices and shares were let go yesterday at Tls. 137 and Tls. 135 for this month's clearance. Previously transactions had taken place at Tls. 137, 138 and Tls. 139. For November Tls. 136 1/2 is recorded. December shares have found buyers at Tls. 138 to Tls. 140, 139. For March Tls. 142 1/2 is quoted. Hongkong Docks are steady at Tls. 205.

TO-DAY'S EXCHANGE.

On LONDON, Telegraphic Transfer, .../10

Bank Bills, on demand .../10 5/16</

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|-------------------|
| GLASGOW and LIVERPOOL | "PRIAM" | On 13th October. |
| GLASGOW and LIVERPOOL | "POLYPHEMUS" | On 17th October. |
| GLASGOW and LIVERPOOL | "ANTENOR" | On 24th October. |
| GLASGOW and LIVERPOOL | "OANFA" | On 31st October. |
| GLASGOW and LIVERPOOL | "ULYSSES" | On 7th November. |
| GLASGOW and LIVERPOOL | "ACHILLES" | On 14th November. |
| GLASGOW and LIVERPOOL | "PROMETHEUS" | On 21st November. |
| GLASGOW and LIVERPOOL | "PELEUS" | On 28th November. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|--------------|-------------------|
| MARSEILLES, L'DON & A'WERP. | "AGAMEMNON" | On 13th October. |
| LIVERPOOL | "IDOMENEUS" | On 13th October. |
| MARSEILLES, L'DON & A'WERP. | "PAK LING" | On 27th October. |
| MARSEILLES & LIVERPOOL | "NINGCHOW" | On 10th November. |
| LONDON & ANTWERP | "TANTALUS" | On 10th November. |
| LONDON & ANTWERP | "POLYPHEMUS" | On 24th November. |
| MARSEILLES, L'DON & A'WERP. | "ANTENOR" | On 8th December. |
| LIVERPOOL | "ACHILLES" | On 15th December. |
| MARSEILLES, L'DON & A'WERP. | "PROMETHEUS" | On 22nd December. |
| MARSEILLES, L'DON & A'WERP. | "DARDANUS" | On 5th January. |

S.S. "IDOMENEUS" left Shanghai on the 8th inst. p.m. for this port via Amoy.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

| STEAMERS | TO SAIL |
|--|------------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS | On 2nd November. |
| NAGASAKI, KOBE and YOKOHAMA | On 2nd December. |

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 9th October, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR

| STEAMERS | TO SAIL |
|--|----------------------|
| SHANGHAI | "WUHU" 10th October. |
| AMOY and MANILA | "KAIFONG" 12th " |
| IOLO | "WUOHANG" 13th " |
| SHANGHAI | "TAIWAN" 13th " |
| MANILA | "BUNGKIALG" 21st " |
| CHEFOO and TIENTSIN | "NANCHANG" 24th " |
| MANILA | "TAIYUAN" 26th " |
| POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE | "TAIYUAN" 26th " |
| KOBE | "TSINAN" 27th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

ND RED CO. & D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 8th October, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|---------------------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 10th Oct., at 10 A.M. |
| RUBI | 2540 | R. W. Almond | MANILA (DIRECT) | SATURDAY, 17th Oct., at 10 A.M. |
| PERLA | 1980 | J. McGinty | | |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 3rd October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship. | Tons. | Captain. | To Sail |
|------------|-------|---------------------|----------------|
| INDRAVELLI | 4,899 | R. P. Craven | Oct. 14, 1903. |
| INDRAPURA | 4,899 | A. E. Hollingsworth | Nov. 14, " |
| INDRASAMHA | 5,197 | W. E. Craven | Dec. 14, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|---------------|-----------------|--------------|-------------------|
| FOR ANPING | "MAIDZURU MARU" | K. Akashi | SUNDAY, 11th Oct. |
| FOR TAMSUI | "DAIGI MARU" | T. W. Groves | SUNDAY, 11th Oct. |
| FOR FOOCHOW | "ANPING MARU" | J. Goto | FRIDAY, 16th Oct. |
| FOR TAMSUI | "DAIJIN MARU" | T. Ogata | FRIDAY, 16th Oct. |

* Viz Swatow and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All passengers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui, and all passengers and cargo.

By the Co.'s steamer for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUKEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 7th October, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1903. [804]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer.

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG

KONG for CANTON at 8.30 p.m. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 p.m. Unexcelled Accommo-

dation for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week

Days, at 7.30 A.M.; on Excursion Sundays,

at 8.30 A.M.; from Macao, Week Days at about

2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

and Class, \$1; 2nd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Tiffin and Dinner either on

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok

Street. The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 38 hours to reach

Macao.

MING ON & CO.,

</

Shipping.

| Arrivals. | | | |
|---------------|--------------|---------------|---------|
| Mercedet | at | Kowloon Dock. | |
| Bangkok | | | |
| Brunhilde | | | |
| Tailee | | | |
| Ela | | | |
| Gaelic | Shanghai | P. M. Co. | Oct. 10 |
| Kaifong | Manila | B. & S. Co. | Oct. 10 |
| Tsinan | Manila | B. & S. Co. | Oct. 10 |
| Riojan Maru | Meiji | N. Y. K. | Oct. 11 |
| Panca | Singapore | P. & O. Co. | Oct. 12 |
| Lightning | Singapore | D. S. & Co. | Oct. 12 |
| Arenimia | Singapore | H. A. L. | Oct. 12 |
| Athenian | Japan | C. P. R. Co. | Oct. 13 |
| Seydlitz | Japan | M. & Co. | Oct. 13 |
| Bevorlich | Singapore | C. L. & Co. | Oct. 13 |
| Preussen | Singapore | M. & Co. | Oct. 14 |
| Clavering | Japan | C. C. Co. | Oct. 14 |
| Tijpanas | Macassar | H. S. & Co. | Oct. 14 |
| Marburg | Brown, W. S. | | |
| Nippon | Singapore | J. W. & Co. | Oct. 15 |
| Hongkong M. | Japan | T. K. K. | Oct. 15 |
| Kumsang | Calcutta | J. M. & Co. | Oct. 20 |
| Emp. of India | Vancouver | C. P. R. Co. | Oct. 26 |

Vessels in Port.

STEAMER.

| | | | |
|---|-------|------------|--|
| An Pho, Br. ss. | 996 | Kynoch | 5th Oct. |
| | | Salon | 1st Oct., Meal. |
| | | | B. & Co. |
| Bangkok, Ger. ss. | 1,237 | Husche | 6th Sept. |
| | | | Bangkok 10th Aug., Rice. |
| Tamso via Amoy and Swatow 8th Oct. | | | |
| Gen.—O. S. K. | | | |
| Teucer, Br. ss. | 1,764 | Silverlock | 9th Oct. |
| | | | M. J. 3rd Oct., Coal.—D. & Co., Ltd. |
| Thales, Br. ss. | 820 | Short | 9th Oct.,—Swatow |
| | | | 8th Oct., Gen.—D. & Co. |
| Borneo, Ger. ss. | 1,346 | Muhle | 8th Oct.,—Sandakan 3rd Oct., Timber and Gen. |
| | | | M. & Co. |
| Trios, Ger. ss. | 1,033 | Kraest | 9th Oct.,—Macuia 6th Oct., Ballasi.—S. & Co. |
| | | | Progress, Gen. ss. |
| | | | 632 Bremer, gen.—S. & Co. |
| | | | Hoihow 8th Oct., Gen.—S. & Co. |
| | | | Clearances at the Harbour Office. |
| Zafiro, for Manila. | | | |
| Anpho, for Swatow. | | | |
| Puk Kong, for Macao. | | | |
| Chowfa, for Swatow. | | | |
| Yawata Maru, for Manila. | | | |
| Yikang, for Taiwan. | | | |
| Kongnam, for Canton. | | | |
| Wingchit, for Macao. | | | |
| Lotion, for Muji. | | | |
| Hongkong, for Takhio. | | | |
| Hung On, for Wuchow. | | | |
| | | | |
| Departures. | | | |
| Oct. 9. | | | |
| Sado Maru, for Kobe. | | | |
| Chowfa, for Swatow. | | | |
| Yauata Maru, for Australian Ports. | | | |
| Machau, for Cebu. | | | |
| Yikang, for Taiwan. | | | |
| | | | |
| Passengers arrived. | | | |
| Per Thales, from Swatow—Mr. J. C. Grew, | | | |
| and 93 Chinese. | | | |
| Per E-Sang, from Tientsin, &c.—Mrs. Souriano, son and daughter, and 15 Chinese. | | | |
| Per Simla, from Shanghai for Marseilles—Mr. and Mrs. W. G. Lay, child and infant. | | | |
| For London—Messrs. E. Cockayne, G. Howard and W. Harvie. For Singapore—Mr. T. L. Lyon. For Hongkong—Mr. T. Okemi, Miss L. B. Thomas, Messrs. Fitzroy Lloyd, infant and amah, R. McLean Gibson, W. T. Jameson, W. T. Mitchell and Chinese assistant, J. A. Hopkinson, J. L. Travis, L. J. Witton and native servant. For Bombay—Staff Sergeant and Mrs. Russell and 2 children, and Miss Kate Hubble. From Yokohama for Marseilles—Miss Malet. For London—Mr. James Barnes. | | | |
| Per Molt, for Hongkong from Marseilles—Messrs. H. Dann and F. W. Warre. From Bombay—Mr. and Mrs. P. F. Talati, and Mr. Abdool Rehman. From Penang—Mr. H. Barrett. From Singapore—Messrs. L. D. B. Buckley, Lee Cheon Leng and native servant, Thomas Rawlings and I. Carrow. For Shanghai from London—Mr. and Mrs. S. H. Shorrock, Dr. B. C. Broomhall, Mr. and Mrs. Hill and infant, Mrs. Greenlands and 2 children, and Mr. H. S. Cooke. From Bombay—Messrs. B. S. Entice, I. H. Gollaseth, Munshi and Salebhoy. From Penang—Mr. Harold Rose. For Yokohama from Marseilles—Mr. and Mrs. Ellinger. From Singapore—Comdr-General and Mrs. Holland, 2 children, infant, nurse and 2 native servants. | | | |
| | | | |
| Shipping Reports. | | | |
| Str. Tritos from Manila—Light S.W. monsoon, fine weather. | | | |
| Str. Thales from Swatow—Moderate gale (N.E.) wind and sea, sky cloudy, and fine weather. | | | |
| Str. Teucer from Moji—Moderate gale and high sea leaving Japan, light winds and fine in China sea, fresh wind and squall from Cheung Point. | | | |
| Str. E-Sang from Tientsin—There to Chefoo moderate gale and high N.E. sea; Chefoo to Swatow fresh to moderate gale, N.E. occasional fog; thence to port moderate gale E.N.E., passing showers rain. | | | |
| Str. Gethrie from Kobe—Having left there at 1 a.m. on 4th inst., and cleared the Inland Sea at 11 p.m. same day, passed Turnabout Island at 4 a.m. on 8th, and arrived at the Company's buoy Hongkong at 11 a.m. on 9th. Experienced light to moderate variable winds, with smooth sea and cloudy weather throughout the passage. | | | |
| | | | |
| Ships Passed The Canal. | | | |
| Outward—1st September—Nippon, Lerche, Glenloch, Hermann, Kaisow, 12th September—Lydia, Bevorlich, 16th September—Kennebe, Heathford, 18th September—Sikh, Priam, Albenia, Polyphemus, Glenroy, Marburg, 23rd September—St. Bede, Preussen, 25th September—Kowachi Maru, Strassburg, Yarra, Antenor, Palawan, 3rd October—Hysan, 6th October—Alesia, Arabia, Hector, Finschire, Formosa, Aus Maru, Longships, Hamburg, Omsa, Keeman. | | | |
| Homeward—23rd September—Beneld, 30th September—Suevin, Kutschou, Indrawati, Boden, 3rd October—Salazar, Sigtuna, 6th October—Nestor. | | | |
| Arrivals at Home—1st September—Benel, 2nd September—Princess Marie, Tamba Maru, 5th September—Arara, Piverghen, Manchuria, 8th September—Prinz Heinrich, Gieseck, 12th September—Glenarry, Ceylon, Pronek, us, Nurnberg, 16th September—Stentor, 18th September—Trelate, Sanuki Maru, 23rd September—Madcup, 25th September—Japan, 26th September—Caledonian, 20th September—Wurzburg, 27th September—Japan, 27th September—Teudus, Hakata Maru, Sach'en, Orestes. | | | |

Hongkong & Whampoa Dock Returns.

| Kowloon Dock. | | | |
|---------------|--------------|--------------|---------|
| Mercedet | | | |
| Bangkok | | | |
| Brunhilde | | | |
| Tailee | | | |
| Ela | | | |
| Gaelic | Shanghai | P. M. Co. | Oct. 10 |
| Kaifong | Manila | B. & S. Co. | Oct. 10 |
| Tsinan | Manila | B. & S. Co. | Oct. 10 |
| Riojan Maru | Meiji | N. Y. K. | Oct. 11 |
| Panca | Singapore | P. & O. Co. | Oct. 12 |
| Lightning | Singapore | D. S. & Co. | Oct. 12 |
| Arenimia | Singapore | H. A. L. | Oct. 12 |
| Athenian | Japan | C. P. R. Co. | Oct. 13 |
| Seydlitz | Japan | M. & Co. | Oct. 13 |
| Bevorlich | Singapore | C. L. & Co. | Oct. 13 |
| Preussen | Singapore | M. & Co. | Oct. 14 |
| Clavering | Japan | C. C. Co. | Oct. 14 |
| Tijpanas | Macassar | H. S. & Co. | Oct. 14 |
| Marburg | Brown, W. S. | | |
| Nippon | Singapore | J. W. & Co. | Oct. 15 |
| Hongkong M. | Japan | T. K. K. | Oct. 15 |
| Kumsang | Calcutta | J. M. & Co. | Oct. 20 |
| Emp. of India | Vancouver | C. P. R. Co. | Oct. 26 |

Vessels in Port.

STEAMER.

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|---|-------|------------|--|
| An Pho, Br. ss. | 996 | Kynoch | 5th Oct. |
| | | Salon | 1st Oct., Meal. |
| | | | B. & Co. |
| Bangkok, Ger. ss. | 1,237 | Husche | 6th Sept. |
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| | | | M. J. 3rd Oct., Coal.—D. & Co., Ltd. |
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| Borneo, Ger. ss. | 1,346 | Muhle | 8th Oct.,—Sandakan 3rd Oct., Timber and Gen. |
| | | | M. & Co. |
| Trios, Ger. ss. | 1,033 | Kraest | 9th Oct.,—Macuia 6th Oct., Ballasi.—S. & Co. |
| | | | Progress, Gen. ss. |
| | | | 632 Bremer, gen.—S. & Co. |
| | | | Hoihow 8th Oct., Gen.—S. & Co. |
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| Zafiro, for Manila. | | | |
| Anpho, for Swatow. | | | |
| Puk Kong, for Macao. | | | |
| Chowfa, for Swatow. | | | |
| Yawata Maru, for Manila. | | | |
| Yikang, for Taiwan. | | | |
| Kongnam, for Canton. | | | |
| Wingchit, for Macao. | | | |
| Lotion, for Muji. | | | |
| Hongkong, for Takhio. | | | |
| Hung On, for Wuchow. | | | |
| | | | |
| Departures. | | | |
| Oct. 9. | | | |
| Sado Maru, for Kobe. | | | |
| Chowfa, for Swatow. | | | |
| Yauata Maru, for Australian Ports. | | | |
| Machau, for Cebu. | | | |
| Yikang, for Taiwan. | | | |
| | | | |
| Passengers arrived. | | | |
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| and 93 Chinese. | | | |
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| Per Simla, from Shanghai for Marseilles—Mr. and Mrs. W. G. Lay, child and infant. | | | |
| For London—Messrs. E. Cockayne, G. Howard and W. Harvie. For Singapore—Mr. T. L. Lyon. For Hongkong—Mr. T. Okemi, Miss L. B. Thomas, Messrs. Fitzroy Lloyd, infant and amah, R. McLean Gibson, W. T. Jameson, W. T. Mitchell and Chinese assistant, J. A. Hopkinson, J. L. Travis, L. J. Witton and native servant. For Bombay—Staff Sergeant and Mrs. Russell and 2 children, and Miss Kate Hubble. From Yokohama for Marseilles—Miss Malet. For London—Mr. James Barnes. | | | |
| Per Molt, for Hongkong from Marseilles—Messrs. H. Dann and F. W. Warre. From Bombay—Mr. and Mrs. P. F. Talati, and Mr. Abdool Rehman. From Penang—Mr. H. Barrett. From Singapore—Messrs. L. D. B. Buckley, Lee Cheon Leng and native servant, Thomas Rawlings and I. Carrow. For Shanghai from London—Mr. and Mrs. S. H. Shorrock, Dr. B. C. Broomhall, Mr. and Mrs. Hill and infant, Mrs. Greenlands and 2 children, and Mr. H. S. Cooke. From Bombay—Messrs. B. S. Entice, I. H. Gollaseth, Munshi and Salebhoy. From Penang—Mr. Harold Rose. For Yokohama from Marseilles—Mr. and Mrs. Ellinger. From Singapore—Comdr-General and Mrs. Holland, 2 children, infant, nurse and 2 native servants. | | | |
| | | | |
| Shipping Reports. | | | |
| Str. Tritos from Manila—Light S.W. monsoon, fine weather. | | | |
| Str. Thales from Swatow—Moderate gale (N.E.) wind and sea, sky cloudy, and fine weather. | | | |
| Str. Teucer from Moji—Moderate gale and high sea leaving Japan, light winds and fine in China sea, fresh wind and squall from Cheung Point. | | | |
| Str. E-Sang from Tientsin—There to Chefoo moderate gale and high N.E. sea; Chefoo to Swatow fresh to moderate gale, N.E. occasional fog; thence to port moderate gale E.N.E., passing showers rain. | | | |
| Str. Gethrie from Kobe—Having left there at 1 a.m. on 4th inst., and cleared the Inland Sea at 11 p.m. same day, passed Turnabout Island at 4 | | | |

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September, to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes of the market. Splendid selection of new Lace Pies, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camesoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, V. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

October 9th.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Cretonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

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DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, CROQUET,
FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

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We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

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Iron, Wire and Rubber Door Mats.

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Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

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In various makes. Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

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